

To-day's
Advertisements.

L. Q. L. No. 739.

A REGULAR MEETING will be held in the Wesleyan Rooms, Arsenal Street, TO-MORROW, the 10th instant. Lodge will OPEN 7 P.M.

By Command,

Hongkong, 9th June, 1899.

W.M.
[777a]

THE HONGKONG RIFLE ASSOCIATION.

OWING to the Unsettled Weather there will be NO COMPETITION TO-MORROW.

The Range will be OPEN to Members for practice.

MOWBRAY S. NORTHCOOTE,

Hon. Sec.

Hongkong, 9th June, 1899.

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FOR KOBE AND YOKOHAMA.

THE Company's Steamship

"HIKOSAN MARU," Captain P. Halloran, will be despatched for the above Ports, on TUESDAY, the 13th instant.

For Freight, apply to MITSUI BUSSAN KAISHA.

Hongkong, 9th June, 1899.

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CHINA NAVIGATION COMPANY, LIMITED.

FOR SWATOW, CHEFOO & TIENSIN.

THE Company's Steamship

"KWEIYANG," Captain Outerbridge, will be despatched as above on WEDNESDAY, the 14th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 9th June, 1899.

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CHINA NAVIGATION COMPANY, LIMITED.

FOR TAKOW.

THE Company's Steamship

"NINGPO," Captain Phillips, will be despatched on THURSDAY, the 15th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 9th June, 1899.

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CHINA NAVIGATION COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHINGTU," Captain Moore, will be despatched as above on MONDAY, the 19th instant.

For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 9th June, 1899.

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NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BENGAL," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—From London, &c., ex S.S. *Oceana*, *Egypt*, and *Arabia*.

From Persian Gulf, ex S.S. *Nadia* and *Sintra*. From Zanzibar, &c., ex S.S. *Khandalla* & *Gao*.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M.

Goods not cleared by the 15th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 9th June, 1899.

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NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "OLYMPIA," FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LIMITED, Agents.

Hongkong, 9th June, 1899.

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Intimations.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Post-Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiores will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1892.

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LET-ALL-COME

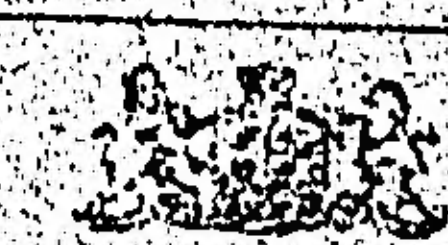
YEE CHUNG'S STUDIO

At No. 50, QUEEN'S ROAD CENTRAL, where PHOTOGRAPHS and PORTRAITS are taken and executed at Moderate Prices.

Hongkong, 2nd May, 1899.

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Intimation.



A. S. WATSON & Co., LIMITED.

MANUFACTURERS OF

AERATED WATERS.

AERATED WATERS of our manufacture are sold throughout the Far East and are invariably preferred on account of their excellence.

ABSOLUTE PURITY is guaranteed. The best materials only are used.

THE PRICES are only half those charged in England.

WATERS MANUFACTURED BY US are acknowledged by the leading English makers to be equal to those of their own production.

Sir Edward Frankland, K.C.B., D.C.L., F.R.S., &c., the greatest living authority on Water, reports as follows on the water as prepared and used by us in our manufacture—

"It possesses an extremely high degree of organic purity and is of most excellent quality for drinking."

A. S. WATSON & Co., Limited, QUEEN'S ROAD CENTRAL.

ESTABLISHED A.D. 1841.

The Hongkong Telegraph

HONGKONG, FRIDAY, JUNE 9, 1899.

REUTER'S TELEGRAMS.

CRICKET.

LONDON, June 7th.

The Australians have beaten the M. C. C. by eight wickets.

GREAT BRITAIN AND THE TRANSVAAL.

It has transpired that the Conference between President Kruger and Sir Alfred Milner at Bloemfontein has proved a failure.

President Kruger proposed considerable concessions concerning the franchise and naturalization which Sir Alfred Milner regarded as inadequate.

President Kruger however made all the proposals independent of Great Britain's acceptance of the principle of Arbitration between the two countries in the event of differences, and it is surmised that this constituted the especial difficulty.

The position is regarded as grave. It is clear that the third sentence in this paragraph must read "President Kruger however made all the proposals dependent on (not independent of) Great Britain's acceptance of the principle of arbitration, &c."

Otherwise the sentence is meaningless. The sentence Kruger wants to get himself free from the authority of his sovereign and to be in a position to call in a foreign power to back him up when he breaks his agreements or withdraws his concessions. Ed. I.L.R. 71

WEATHER REPORT.

The Observatory report says—On the 9th at 11.55 a.m. The barometer has fallen in the extreme North, risen in the Fomosa Channel.

Pressure is high over the S.E. coast of China, and a depression lies in the Sea of Japan. Gradients mostly slight on the China coast.

FORECAST—Varying or N.E. winds, moderate; unsettled, rainy.

LOCAL AND GENERAL.

PLAGUE in Bombay continues diminishing.

A slight shock of earthquake was felt at Tientsin on the night of the 28th May.

THERE is a hint to our Consuls in "Mud Flat North" from our Tientsin Correspondent.

MR. Rudyard Kipling and his family arranged to sail for England on the White Star liner *Cymru* on the 24th of May.

THE India Office has contributed a thousand pounds towards the establishment of the London school of tropical medicine.

THE Band of the Hongkong Regiment will play at the Hongkong Hotel to-morrow (Saturday) evening from 8 p.m. to 9.30 p.m.

A PROJECT has been set on foot in Tokio to establish a railway bank, to afford pecuniary facilities for the construction of railways generally.

WE (Peking Gazette) are informed that the Straits Trading Company have bought Mr. G. H. Slot's land on the foreshore at Butterworth, and intend to erect un-smelling works there.

THE European ward for small-pox cases at the general hospital, Raagooon, has been closed (19th May), there being no patients for treatment. The disease is also fast disappearing amongst the natives.

THERE is a terrible epidemic of cholera at Karachi in the native part of the town. Yesterday's (24th May) returns show 212 cases and 308 deaths. The totals to date are 1,179 cases of cholera in Karachi and 909 deaths.

At the Old Dock shops the two sets of engines for Messrs. Arnold, Karberg's steamers for the River Yangtze are in course of erection. The hulls of the two steamers are being built at the Cosmopolitan Dock.

A Despatch from Peking says that the Chinese Government intends to send to Manchuria 4,000 men of the Peking Field Force. They will leave Peking for Hsi Fengkon, north-east of the great Wall, whence they will march north to their destination.

THE torpedo-boat destroyer *Akikubo*, built by Messrs. Yarrow & Co., Poplar, for the Japanese Government, went for her official trials at the mouth of the Thames early in May, when a speed of 31.59 knots per hour on a three hours' continuous run was obtained.

EARLY in May the torpedo-boat destroyer *Mermad*, built by Messrs. R. & W. Hawthorn, Leslie & Co. for the Admiralty, completed her official trials. The mean speed of six runs was 30.926 knots, and of three hours' continuous steaming 30.833 knots.

Two Perak railway employees, who were granted leave some time back, and whose leave has long since expired, have not returned. It is rumoured that one intends starting as a planter in Perak, and the other as a violin repairer at Singapore, says the *Perak Pioneer*.

THE twin screw steamer *Wuchow*, built by Messrs. S. C. Farnam & Co. for the West River trade, is fast approaching completion and is now at the Old Dock Wharf. She has already received her two engines and now awaits the boiler. The upper works are also nearly finished.

THE Chinese opera "San Lin" ("The Cat and the Cherub"), by Victor Hollander, which was recently produced with great success at the Stadt Theatre, Breslau, has been accepted by the Royal Carl Rosa Opera Company, and was to be produced for the first time in England in the course of last month at the Theatre Royal, Manchester.

EVERY resident in the Far East, says the *N. C. Daily News*, must be gratified at the honour of Knighthood that Her Majesty has conferred upon Mr. Thomas Jackson, the able Chief Manager of the Hongkong and Shanghai Bank, which is a well-deserved recognition of the mastery with which our great local institution has forwarded British interests in China.

At Haining, Cheiang province, where the people earn their living by raising silkworms, a quantity of Japanese silkworm eggs have been imported as an experiment, and while it is stated that the Japanese worms spin a finer and stronger silk than the native worms, the only drawback is that the former eat almost twice more mulberry leaves than the latter. It is, however, predicted that the Japanese silkworm has come to Haining to stay.

THE following is the team that has been chosen to represent Shanghai at Weihaiwei in the various games that are to be competed for—Messrs. R. C. Farbridge, W. J. Tyack, G. F. Lanning, V. H. Lanning, A. E. Stewart, J. Mann, W. P. Lamb, J. C. Thompson, E. Lynch, J. H. Teesdale, N. Ramsay, W. M. Wood, P. E. Beeston, Captain C. G. Close, and Dr. R. J. Marshall. They left for Weihaiwei by the *Tungchow*.

THIS available source of our coal supply was the subject of a lecture in London on the 20th April by the president of the Mining Association of Great Britain. According to this authority, there are thick seams at great depths, and thin seams at shallow depths, sufficient to maintain a supply for two hundred and fifty years. So the alarmists are beaten from their position. For the present, at least, there is no need to cut our coal according to our seams.

A CONSULAR report respecting the trade of Samshui (West River) just issued from the Foreign Office, states that there is a splendid opening for a foreign firm to engage in the kerosene oil business at Samshui, or at least to send a Chinese agent to represent them. The report speaks of great harm being done to trade by the present irregular system of taxation. In conclusion the report refers to the absence of a telegraph station, and expresses the hope that the inconvenient arrangement of using the Sainam office, which is three miles distant and has no English-speaking operator, will soon be altered.

THE China Mutual s.s. *Onafa*, which is racing home, with 6,000 chests of Hankow tea, against the Blue-funnel s.s. *Glavinia* has made an unlucky start, having got ashore twice in the Yangtze since she left Hankow at noon on the 31st May, in charge of Pilot Mobsby. She first took the ground at Yangki Spit on Friday while trying to avoid the Indo-China s.s. *Tai-raq* went ashore on the South bank five miles above Nanking. The *Tai-raq*, tried hard to pull her off but failed, and so serious was her position that on Saturday two tugs and lighters were hastily despatched from Shanghai to her assistance. But we are glad to state that she got off all right, before their arrival, at 7 o'clock on Saturday night. The *Onafa* passed Chinkiang for Wusung at 3 p.m., to-day.

A TACOMA paper says: Admiral Watson will relieve Dewey at Manila. He will find the work of the navy well done, and everything in good shape. Dewey's work is just begun, for he will have to receive an ovation at every city and hamlet in the United States through which he passes. Dewey Day was celebrated in most cities of the Union, but the real Dewey days will come when the admiral returns home and is shown what our people think of him.

So-called "German-Americans" of Toledo, O., by a vote of 393 to 7, condemn the policy of the United States in the Samoan middle. These men may be called German-Americans, but they have no right to the better part of the name in spite of their naturalization papers, if they have them. Their proper place is in Germany, under the military rule of the Kaiser.

A PRIVATE telegram received in Shanghai on 4th inst. states that the price paid by Germany to Spain for the "Caroline Islands" was 25,000,000 pesetas.

THE torpedo-boat destroyer *Orwell*, built by Messrs. Laird Bros., Birkenhead, for the Admiralty, completed her official trials on the Clyde last month. The mean speed of six runs on the measured mile was 30.7 knots, and for the three hours' continuous steaming 30.2 knots.

IN the House of Commons, Mr. Macartney stated that during the year ending 31st March, last, potential penalties were incurred in 115 cases by contractors for shipbuilding, armaments, gun mounting, and yard machinery, to the amount of £223,989, and penalties to the extent of £65 were enforced in two cases.

A NATIVE police constable at Klang, while shooting at a stray dog the other evening after the prescribed hours, is reported to have accidentally wounded a passer-by in the leg. The latter, said to be a Kling, was immediately afterwards conveyed by some of his friends to the police station, and thence to the hospital, where he now lies.

IT is reported from Peking that Minister Liu at Berlin has been instructed by the Tsungli Yamen to contract with the Vulcan works at Stettin, Germany, for the construction of two armoured-class, of about 8,000 tons, and six protected fast cruisers of 3,500 tons, to be completed within 30 months, for something like ten million taels. An order for fifty quick-firing field guns will also be placed in Germany.

IT is expected that the *China* which went ashore at Penang about a year ago, and is at present undergoing repairs at Belfast, will be ready for sea in about three months' time. Captain S. R. Lendon, R. N. R., the commander of the *Carthage*, which it will be remembered was at Aden and immediately went to the assistance of the *China*, taking her passengers to England, has been promoted to the command of the *China* as a reward for the services he rendered on the occasion.

SANITARY BOARD.

Yesterday afternoon the usual fortnightly meeting of the Hongkong Sanitary Board was held. The President (Dr. Atkinson, Principal Civil Medical Officer) occupied the chair, and there were also present the Vice-President Hon. F. May (Capt. Superintendent of Police), the Hon. R. D. Ormsby (Director of Public Works), Mr. E. Osborne, and Dr. Clark (Medical Officer of Health), Mr. A. W. Brewin (Acting Registrar-General), and Mr. Duggan (Secretary). Mr. J. R. Crook was in attendance to answer any questions in reference to his report on the proposed refuse destructor. Dr. Jordan was also present to give information on sanitary inspection regulations under the Merchant Shipping Ordinance.

THE OLD TUNG-WA MORTUARY.

The proposal to acquire the Tung-Wa Mortuary came up for consideration. The President said the Government had asked the Board three questions. The first was, what did the Board suggest should be done with the building? The second was, as to the valuation of the building, and the third was whether the mortuary could not be used for isolating cattle infected with disease. The Director of Public Works valued the place at \$2,100.

The Vice-President—What do they ask for?

Mr. Osborne—\$4,000, is it not?

Dr. Clark moved that the Board recommend the Government to offer the Tung-Wa Hospital authorities a site at Sandy Bay in exchange for the site at Kennedy-town and also offer them the sum of \$2,100 for the building now standing thereon. The Board proposed to use it for isolating cattle infected with disease.

This was seconded.

Mr. Osborne said that as the mortuary had been built a long time before the slaughterhouses and the inspector's quarters, on whose account it was now declared a nuisance, it would cost the hospital at least \$3,000, to erect a new mortuary, and as it was a charitable institution, he would like to add a rider to the proposal, to the effect that the Government deal with the matter in a liberal spirit.

When asked whether a letter covering his proposal would suit, Mr. Osborne said "yes."

CARRIED.

APPLICATION FOR WATER-CLOSETS.

The postponed consideration of an application for permission to erect water troughs and closets at Chater's new block South of Queen's Buildings was brought up, and some suggestions were made, one by Dr. Clark being that offices on the sea front should pump up the water for flushing the closets from the harbour, while the Director of Public Works pointed out that it would be cheaper to catch and store the rain water from the roof, giving dimensions of tanks that would be amply large enough for the purpose.

The Hon. R. D. Ormsby, in proposing that the application be granted, said he did not advocate the universal adoption of water closets, but for places used by Europeans he would always recommend them. The two arguments against the closets were the scarcity of water and harbour pollution. Both of these he has repeatedly shown as trifling: first, the amount of water consumed need only be taken into consideration for six months of the year, and our water storage capacity was ample for the extra small demand that would be made, he had had some careful measurements taken and found that the springs feeding the reservoirs were yielding 2,000,000 gallons a day, just prior to the recent rains. As for polluting the harbour, one big ship arriving polluted the harbour more than all the closets in the city. It had been proved that our harbour with its tides was as pure, considering the extent of shipping and the large floating population, as could be expected.

Mr. Osborne, seconded and said that as the board had sanctioned so many, it would be most unfair now to stop.

Dr. Clark proposed as an amendment that the rough closets be refused as they had proved very extravagant with water. It was no use trying to make the public believe they had ample water, when during the last four years the supply had to be cut off except for an hour a day.

Capt. May, in seconding the amendment, said the water closets were never intended for the Chinese. The Director of Public Works had mentioned 120 arguments against them; he wished to point out a third, which he thought was very important, namely, drainage. In China how drains were very far apart, perfect, and had been shown to be the best of our docks system.

Dr. Clark, seconded and said that the board had sanctioned so many, it would be most unfair now to stop.

A REPORT by Mr. J. R. Crook on the working of refuse destructors and their adaptability to this colony was submitted.

The President said the thanks of the Board were due to Mr. Crook for his able report, and for the trouble he took whilst at home in the matter.

The Vice-President begged to move that the Sanitary Board recommend the Government to erect a four-cell refuse destructor in accordance with the recommendations of Mr. Crook.

Mr. Osborne seconded, but said he did not think that they should get it. He had seen some contractors dumping the refuse into the harbour.

CARRIED.

SANITARY SURVEYOR'S REPORT.

A report from the Sanitary Survey was submitted for the first quarter of 1899, which also contained a table showing the comparison between the sanitary condition of houses before and after the recent passing of a government ordinance dealing with the drainage of buildings.

APPLICATION FOR EXEMPTION FROM LINE WASHING.

An application for exemption from line-washing and cleansing of certain premises in the Western Division of the city was refused at the instigation of Mr. Osborne.

APPOINTMENTS CONFIRMED.

The following promotions and appointments as Inspectors of Nuisances were confirmed—To be first-class inspectors: Inspector Clonien, Reidie, and Fisher. Inspector Brett to be second class, and act as first class until he has passed an examination in colloquial Cantonese.

Inspector Germain also to act as first class, until he has passed the requisite examinations.

Inspectors Grimble, Burnett, McDonald, Trencher, Allen and Phillips to be second-class inspectors, and Inspector McKenzie to be third-class inspector.

The appointment of Mr. Duggan as Secretary to the Board was confirmed by Mr. Chamberlain.

WELL-WATER.

An analysis by the government analyst of some water collected from a well at Rosneath Garden Road, Tsim Sha Tsui, was submitted, reporting the water to be fit for potable purposes.

RINDERPEST.

Mr. Ladds, the Colonial Veterinary Surgeon, made a report concerning the bacteriological requirements for treatment of rinderpest, in which he said that because he had been able to successfully treat one case of rinderpest by the serum treatment it had been asked why could he not treat all cases and so rid the Colony of this pest, his answer was that though he could undertake an experimental or test case, it was impossible for him to carry out proper research trials unless he had a well appointed laboratory, which could be used not only for rinderpest and cattle diseases but would be of great value to the Colony for investigation of the germs of plague.

The bile inoculation only gave immunity for a short period. What was wanted was immunity for life. Owing to having had to re-organize the vaccine manufactory and having so much cattle disease to attend to, besides not having enjoyed good health during the year, he had not been able to give the subject the amount of attention that it deserved.

The President asked, in the minutes, if he had ever made an application for a laboratory. Mr. Ladds replied he had not in writing, but at previous board meetings had spoken regarding the necessity of such an institution.

The President said that as Mr. Ladds was not at present in the Colony, and now would be a very important time to approach the Government concerning the matter, he proposed the matter should stand over for six months.

CARRIED.

PLAGUE.

A report was submitted of the importation of plague into Canton, suspected as having come from this Colony.

Returns of cases and deaths from plague in Bombay City, from April 11th-24th and April 25th to May 8th, 1899 were submitted. The average number of cases, being 607 per day while the deaths average during the same period 45.

The mortality statistics for the Colony of Hongkong for the week ended May 20th showed a death rate of 33.8, against 13.5 for the previous week, and 34.3 for the corresponding week last year. The rate for the succeeding week was 48.2, against 22.6 for the corresponding week last year. During the first week there were 75 deaths from plague and during the second 113.

The mortality returns for Macao for the week ended May 14th showed three deaths from plague, the returns for the succeeding week also show three deaths from the same disease.

SOAP FACTORY.

An application for registration of premises at No. 4, Wing Fung Lane, for purposes of soap boiling was submitted and as the owners had complied with the board's requirements the application was granted.

SURFACE OVERCROWDING.

An application was made by Messrs. Leigh and Orange for permission to re-arrange certain private streets and lanes on Island lots 517 and 522, Queen's Road East and Wing Fung Street.

Mr. Osborne said that although it had been conclusively proved that these four-story houses were perfect hot-beds for the propagation of the plague, they were allowed by the Government and so the Sanitary Board had no option but to approve of them. The plague had been in Hongkong for the last five years and nothing had been done to eradicate it from the

HAIL, COLUMBIA!

THE VISIONS OF A SEERESS.

Millie Coudon, the new famous prophetess of the Rue de Paris, in Paris, has made a prophecy concerning the future of the U.S. to the correspondent of a N.Y. Journal. She claims to be the mouthpiece of the Archangel Gabriel. Her remarks require no comment. Throughout them one notices a curious undercurrent, which cannot but amuse us on this side of the Channel.

When I visited Millie Coudon, writes *The Journalist*, I found her in a highly inspired and prophetic mood. I asked her what she saw of the future of the U.S. After a pause she closed her eyes and said—

It will not be easy.
It will not be easy.
I see a great day coming—a great day for America.

All America, North and South, under one government will be united.

The great American Republic will stretch from pole to pole.

Great statesmen will strive to bring the whole continent under the American flag.

War will not be waged to bring this about. Mexico will ask for admission to the United States after the death of President Diaz, and it will be granted.

The South American countries will see the prosperity and happiness of Mexico under the American flag.

They, too, will ask to be admitted, and their wish will be granted.

Canada will remain longest out of the Union. America will have another great war.

It will be a greater war by far than that with Spain.

It will not be with Germany, neither will it be with France.

It will be with a country that is now making loud professions of friendship for America.

I cannot give you reasons, I can only tell you things I see.

Statesmen will see clearly the wisdom of my predictions.

Germany in America will never permit their Fatherland to wage war against the U.S.

Englandmen have no such power.

It will be the most terrible war ever waged. But America will be finally triumphant.

Then the American Navy will be the greatest in the world.

A great change will come over the U.S. A time of great trouble is coming.

This will be due to her rich men. The common people will remain sound and virtuous.

The rich men will become corrupt, avaricious and degraded.

They will ruin themselves with their own inculcated riches.

President McKinley is not going to die suddenly as did President Faurer.

He will be elected President a second time. His health will fail him during his second term.

Then a great sorrow will befall him. A sorrow in which he will have the sympathy of friends as well as enemies.

America will have to pay the penalty of her coming glory.

She will pay with the blood of her best sons. Her negroes will become good citizens.

They will make splendid soldiers for her Colonies.

In the middle of next century there will be a great literary revival in America.

The language of the U.S. will spread from Greenland to Cape Horn.

The English language will be governed by America and not by England.

An American will reach the North Pole and another the South Pole.

Then the dominion of the U.S. will reach from pole to pole.

The evil of divorce will at last become unbearable.

The rich will change their wives so often that they will be worse than Turks.

At last women will revolt for their own protection.

They will put an end to divorce altogether. An American woman will lead this crusade.

She will go down to posterity as the Jeanne d'Arc of the Western world.

BY THE ENGLISH MAIL.

Lord Charles Beresford and His Dogs.

At Kingston on May 11th, Lord Charles Beresford was summoned at the instance of the Surrey County Council for infringing the Importation of Dogs order by allowing two Chinese dogs, imported under licence, to come into the country without being efficiently muzzled.

A Church Destroyed by Fire.

Shortly after midnight on May 11th, the Protestant Church of St. John's, Ballinacorney, which contains many memorials erected by members of the Clan and other County Galway families, was discovered to be on fire.

Notwithstanding all efforts to subdue the flames the edifice was gutted. The damage is estimated at £30,000.

What Becomes of Bad Cat's-Meat.

From a case tried at the North London police-court on May 11th, it would seem that when cat's-meat is not fit for cats it may yet be good enough for the more human beings, if only taken in the form of sausages. Charles Hart, a wholesale cat's-meat dealer, sold 1 cwt. 14 lb. of "meat" to Frederick Thomas Adams, a wholesale sausage manufacturer, of Homerton, which was seized and condemned as unsound. The defence was that there had been no sale, and that the meat had only been sent on approval. It was sent to Adams's factory on the City and Suburban day, and Hart himself had gone on a coach to Epsom. It is appalling to think that Mr. Hart, in selling the defendants £50 each, delivered himself of the opinion that it did not follow that all Hart's cat's-meat was not fit for human food, and that Mr. Adams, instead of going to the races, should stay at home and exercise more caution.

Military Expenditure.

The Duke of Devonshire's point as to the Budget, made to the assembled bankers last night, is a good one. In most countries as he observes, such naval and military expenditure as ours would be considered capital expenditure. It is dictated by momentary and aggressive motives but is part of necessary permanent equipment of the country, and as the expenditure must now be made more for the good of the country than for the sake of the moment, it is not right to penalize us by making us pay for the whole. Naval expenditure, of course, brings in a direct return even if there is no war. Why was there no financial or commercial panic over Fashoda?

Greater Britain Exhibition at Earl's Court.

The Duke of Cambridge, K.G., opened the Greater Britain Exhibition on Monday, May 11th. The exhibition premises to be the largest and most interesting that has been held in this country. Nearly all the Colonies will be in evidence.

Government of Queensland, and the British South Africa Company being largely represented. The Union Steamship Company, the South Africa Royal Mail Line, will exhibit a representation of a first-class cabin, fitted as on board their twin-screw steamer *Belton*, a vessel of over 1,000 tons and the largest running between England and South Africa. In addition, they will exhibit a large model and some photographs of interior and exterior view of the steamers, together with photographs of South African scenery.

Radical Editors and Ex-Leaders.

Lord Rosebery and the *Chronicle* have been misunderstanding each other. The *Chronicle* accused him of depreciating Sir Henry Campbell-Bannerman's leadership almost to the point of extinction. Lord Rosebery thereupon informed Mr. John W. Williams that nothing should be read into a speech which is not in the text. To some that would seem rather like "truism." Lord Rosebery added that he had spoken with warm appreciation of Sir Campbell. To which the *Chronicle* laboriously explains in reply that "as before 1886" means a condemnation of Sir Campbell's adoption of the post-1886 policy, and that "the decay of the Parliamentary Opposition" refers to the Opposition which Sir Campbell leads. But it is getting beyond us to worry out what any of these Radical editors and ex-leaders do mean; the intricacies of the Dreyfus case are child's play to it. If this is what comes of "truism," will some of them try paradox?

The Wine Duties.

Sir Michael Hicks-Benches' little three-penny compromise on the wine duties comes in for a good deal of mixed criticism. If you give way upon a point that never was a wine, its importance, why not retire completely and gracefully? That is one argument, and an excellent one *o faris it goes*. Still, the lowering of the rate of the increased duty removes nearly all the objections of the Australian wine-growers, and that, after all, about balances the fault-finding. No Chancellor of the Exchequer can ever hope to make everybody happy all round, since the man has yet to be born that can silence a persistent outcry, he has at least proved himself a judicious opportunist. Besides, the total exemption of Australian wines would have involved a tremendous departure from financial traditions accomplished in a peddling way. Sir Michael is accused of pedantry for keeping the duty on. He would have been equally liable to the charge of trifling with big issues if he had taken it off. He has, on the whole, done reasonably well in circumstances of some complexity.

The Dreyfus Case.

The *Figaro*, having published all the Dreyfus evidence at the price of a little complimentary fine, now proceeds to sum up with a thoroughly official air. The Paris correspondent, with an over-rehearsing sense of responsibility, relieved only by his conversation with an intelligent little boy of eight. But if he will pardon us for saying so, the *Figaro*'s attitude is the more significant. He has always been profoundly responsible; it has not always been revisionist. Having begun by being so, it bent round, finding revision unpopular, and its bending back now shows how the wind is blowing. All the same, justice has not triumphed yet. *Figaro*'s best point yesterday (May 11th) was that the Court of Cassation had set documents put before it of which it was not allowed to know the origin on any terms. Such is still the insolent attitude of the officers to the judges, and so far there is nothing to show that the latter have resented it with proper spirit. So the latter *borderline* is rent into a thousand odd fragments. But will that silence the Army?

Disastrous Explosion at St. Helens.

MANY PERSONS KILLED AND INJURED. A disastrous explosion occurred this morning (May 11th) at Kurtz's chemical works, St. Helens. It resulted in loss of life, injuries to a large number of people, and great destruction of property. By some means or other the chlorine house caught fire, and immediately afterwards the building was blown up. The shock was felt throughout the town, and it is stated that there is scarcely a pane of glass in the place that is not broken. Naturally intense excitement prevails. The dead body of one of the workpeople has been recovered. Many of those seriously injured have been removed to the hospital. An Exchange Company's telegram from St. Helens says the United Alkali Works have been blown to ruins. Four persons have been killed and twenty seriously injured. The damage is roughly estimated at £100,000.

Judgment in the "Stella" Inquiry.

DISASTER DUE TO THE SPEED. Judgment in the *Stella* inquiry was given at the Westminster Guildhall on May 11th. The court held that when fog came on a second time speed should have been again reduced; that the captain was on the bridge from 3.30 p.m. till the time of the disaster; that the *Stella*'s steamwhistle was kept going; that the weather was thick at 3.45, and speed should have been reduced and soundings taken; that the lead should have been used; that the vessel was not navigated with proper and seamanlike care; that the loss of the vessel was in consequence of the course not being good and full speed being maintained without steps being taken to verify the position; that the tendency in these cases was to subordinate safety to speed, and the court was not prepared to say that this was done to compete with the Weymouth boat.

New Dock at Swansea.

During the first week in May the new Prince of Wales Dry-Dock was opened at Swansea. This dock, which is owned by the Prince of Wales Dry-Dock Company, Limited, and has cost about £200,000, has an extreme length of 455 ft., and a width of 116 ft. between copings. The entrance is 60 ft. wide, and the depth of water on sill is 15 ft. at ordinary neap tides and 23 ft. at spring tides. The dock is by far the largest dry-dock in Swansea, and will accommodate two ships at one time. The water will be pumped out by two powerful centrifugal pumps, 36 in. in diameter, by Messrs. Drysdale & Co., Glasgow, capable of discharging 420,000 cubic feet of water per hour, and these pumps can empty the dock in about two hours at spring tide and an hour and a half at neaps. Vessels will now be able to be docked, examined, and undocked so as to be able to enter the floating-dock on the same tide.

The Sunday Newspaper Agitation.

DEPUTATION TO THE HOME SECRETARY. The Home Secretary this afternoon (May 11th) received a deputation, who sought to lay before the right hon. gentleman their views on the "Sunday" newspaper question. The deputation were introduced by Sir Mark Stewart, M.P.

Sir Mark Stewart, the Bishop of London, Mr. John Dimsdale, and Mr. Hugh Price Hughes, having spoken.

Sir Matthew White Ridley, in reply, said that the Government were in a very awkward position, with the object of the agitation had in view. It would be very difficult to find a practical solution to the problem, and he hoped that the deputation would be satisfied with the Government's position.

Day of Rest. With regard to the question of seven-day papers, apart from the question of the maintenance of the British Sunday, the matter was a very difficult one. The issue of the Monday papers involved some five or six hours' work on Sunday evening, which showed that the subject was involved in difficulties. But he agreed that the innovation was the thin end of the wedge, which would, if not abandoned, result in the strength of competition, resulting in the increase of such seven-day papers. If he found that bye-laws could be enacted to prevent the growth of the evil he would gladly put them into force. He did not see what more he could do. He could only hope that that deputation whose protest was of great force would result in bringing about the abrogation of the seven-day newspapers for which he agreed with them in thinking there was no public demand. (Applause.)

The deputation thanked Sir Matthew White Ridley and withdrew.

Traffic through the Canal.

An examination of the statistics relating to the traffic through the Suez Canal last year affords a favorable occasion for showing up the extent to which our Tooton cousins are eating into the maritime trade of the world, principally at our expense. It is pointed out that there was a further increase in the Canal traffic last year, and the principal part of it was of course carried on under the British flag. Germany, however, follows on in the second place, as she has done for years past, but at a long distance apart: France, Holland, Japan, Russia, Spain, Italy, etc., bringing up the list in the order named. The number of vessels passing through the Canal under the British flag was greater last year than in the two previous years, nevertheless the rate of progress of the British flag is declining, while that of the German flag is slowly but persistently increasing, as is shown by the following comparison of the traffic under the two flags since the year 1890—

British ships. German ships.

1890 ... 2,322,744 p. ct. ... 275 p. ct.
1891 ... 2,381,715 " " ... 292 p. ct.
1892 ... 2,318,675 " " ... 315 p. ct.
1893 ... 2,305,655 " " ... 385 p. ct.

In the number of vessels under the British flag which used the Suez Canal, therefore, there was a falling off to the extent of 22-89 per cent. of the whole traffic, when compared with the year 1890, while in the number of vessels under the German flag there was an increase of 111-27 per cent. of the whole traffic. But when the comparison is struck on the basis of net register tonnage, the progress of the German flag takes still greater proportions, viz.—

British ships. German ships.

1890 ... 6,059,492 p. ct. ... 82 p. ct.
1891 ... 6,274,322 p. ct. ... 99 p. ct.
1892 ... 6,274,322 p. ct. ... 105 p. ct.

There was thus an actual increase in the case of both flags—but whereas the British gain was 238,341 tons, that of Germany was 274,295 tons. Further the figures show that relative to the whole traffic there was a falling off in the case of Great Britain to the extent of 4.7 per cent., while for Germany there was a gain of 2.3 per cent. The figures do not seem to require any further explanation, but it is worthy of remark that the largest vessels which use the Canal fly the German flag, and that the German postal service to the Far East are to be doubled in the course of the present year.

TELEGRAMS.

The following are from *The Mail*, through Reuters and other agencies—

THE ANGLO-AMERICAN COMMISSION.

OTTAWA, May 10th. The Premier said that, as far as he knew, there was no foundation for the report from Washington that the Anglo-American Commission would not meet again.

THE FAMINE IN RUSSIA.

ST. PETERSBURG, May 10th. At the instance of the Emperor of Russia Privy Councillor Galkin Vrasskoi and Mr. Bukhovevskiy will proceed on the 13th inst. to the famine-stricken provinces, in order to institute an inquiry into the extent of the prevailing distress and to take prompt means for its alleviation. Her Majesty has given 50,000 roubles from her private purse for the benefit of the sufferers.

TURKEY.

CONSTANTINOPLE, May 10th. It is generally believed here that the mission of Elias Matar to the leader of the Young Turkey party in Paris will be vigorously used by the Palace clique as a powerful instrument for terrorizing the Sultan.

May 10th. The Porte last night addressed a Note to the British, French, Russian, and Italian Embassies denouncing the Cretan Assembly's proposed changes in the *Wakf* regulations as a violation of the pledge given by the Powers in respect of Ottoman religious institutions.

From Diarrake the Consuls report that many arbitrary arrests and domiciliary searches are being made among the Christian population, the authorities alleging as a pretext their suspicion of plots, which the Consuls declare to be fictitious.

CRETE.

RETINO, May 10th. The departure of the Northumberland Fusiliers from Candia this morning gave occasion for an enthusiastic demonstration. The troops, on their way to the harbour, were followed by large crowds, cheering and waving English flags, and throwing flowers under the feet of each officer and soldier of the regiment, who were presented with a bouquet. The partial withdrawal of the British troops, has given an impulse to Mahomedan propaganda. The demand for passports has increased, and a large steamer capable of conveying 1,000 persons has been chartered for the emigrants.

MAJOR ESTERHAZY.

PARIS, May 10th. According to the *Matin*, the President of the Civil Tribunal of the Seine yesterday ordered Major Esterhazy to pay his wife alimony at the rate of 600 francs a month pending the conclusion of the divorce proceedings instituted by her. Mme. Esterhazy was at the same time granted the custody of her two daughters.

MAJOR MARCHAND.

PARIS, May 11th. The Colonial Office, while it has not yet received any direct information as to Major Marchand's whereabouts, has decided to attempt to allay the general anxiety caused by his silence, in regard to the rumours as to his assassination. It published a *communiqué* this afternoon stating that it had just received a telegram from the Governor of Jibuti declaring that there was no foundation for the rumours set afloat as to the Marchand Mission. The Minister received at the same time a telegram from Major Marchand, dated Harar at the end of April, announcing that he would arrive at Jibuti by May 20th at the latest.

THE TRANSVAAL.

PRETORIA, May 10th. It is rumoured that President Kruger and Sir Alfred Milner, the High Commissioner, will meet at Bloemfontein shortly to discuss the situation. The *Transvaal* authorities are urged to the necessity of such a meeting, and it is expected that the two gentlemen will have met by the end of the month.

JOHANNESBURG. May 10th. The anxiety among the population here has been allayed in consequence of a rumour that a meeting between President Kruger and Sir Alfred Milner will take place at Bloemfontein. A meeting of representatives of public bodies has passed a resolution demanding the establishment of a local board to administer the liquor law under the State Attorney.

BERLIN, May 10th. The German Press has been following the course of events in the Transvaal with much attention. Its comments have, on the whole, been very *optimistic*, owing to the recent Anglo-German Agreement, which deprives all *Hetzel* against England on that question at least of any practical value. It is generally admitted that the wisest course for President Kruger to pursue is to come at once to terms as well as he can, as the British Government has secured its rear by its arrangement with Germany, France, and Russia, and is plainly determined to stand no more trifling. The financial papers are, as is only natural, satisfied at the prospect of the approaching concessions to the industrial population of the Transvaal, but Chauvinist journals like the *Berliner Naueste Nachrichten* regret that Germany could not have combined with Russia to intervene on behalf of the independence of the Boers.

SYDNEY, May 11th. A large and enthusiastic meeting of the citizens of Sydney has passed a motion supporting the Uitlanders' petition to the Queen.

SOUTH AFRICA.

CAPE TOWN, May 11th. Mr. Rhodes has accepted the presidency of the South African League, to which he was unanimously elected at the recent congress of the league at Kimberley.

PIETERMARITZBURG, May 11th. The Natal Parliament was opened to-day by Sir Walter Hely-Hutchinson, the Governor, who, in his speech, said that affairs within the border were very satisfactory, and that there was evidence of contentment among all classes of the population. An experienced irrigation engineer would shortly arrive and report fully upon the irrigation requirements of Natal. This, it was hoped, would result in the cultivation of large tracts of the midland and upper districts, affording an opening for a considerable increase of the European population.

His Excellency proceeded to state that there had been a large increase in the export of Natal produce to the Orange Free State and to Cape Colony during the first quarter since the customs union was established. The revenue for the current year would considerably exceed the estimate. Railway receipts were well maintained, and railway extension was proceeding in various directions.

FIGHTING IN BENIN.

BONNY, May 11th. Reports have reached here from Benin of fighting between Mr. Carter's expedition to Idum, in the Benue *Attenuated*, and the chiefs Ologboshi and Abuhun. It is rumoured that Lieutenant N. F. Unacke, of the 19th Hussars, serving with the Niger Coast Protectorate, has been killed. The chief Ologboshi is said to have escaped into the Niger Company's territory after the fighting.

THE SUDAN.

CAIRO, May 10th. Two hundred and sixty Dervishes with a large number of women and children from the Khalifa's camp have surrendered to the gunboats on the White Nile.

Lord Lovat and his party have arrived, all well, at Mandi, in Abyssinian territory, 30 miles from the Egyptian outpost Fannaka, on the Blue Nile. Here they were stopped. The Sirdar has sent a message to the Abyssinian authorities to allow them to pass to Egyptian territory.

THE VATICAN.

ROME, May 11th. The Bull of the Holy Year proclaiming the Universal Jubilee, which takes place every 25 years, was read to-day.

The Pope's morning received Mr. Marini, Substitute Secretary of the Holy See, and Mr. dell'Aquila, officer of the Apostolic Camera, to whom he handed the Bull proclaiming the Universal Jubilee of 1900. It was at once promulgated according to usage in the vestibule of the Vatican Basilica, where Mr. dell'Aquila read the "Papal letter in the presence of the prelates composing the Apostolic Chamber. A numerous congregation was present.

SHIPPING REPORTS.

Captain Trisbridge, of the s.s. *Olympia*, from Tacoma, reports—Fair weather throughout voyage.

Captain Street, of the s.s. *Chusan*, from Shanghai, reports—Fair weather throughout voyage.

Captain Ogata, of the s.s. *Malindang*, from Swatow, reports—Moderate breeze with heavy rain.

Captain Rolfe, of the s.s. *Yuenan*, from Manila, reports—Fine with smooth sea; approaching Hongkong occasional rain squalls.

Captain Douglas, of the s.s. *Formosa*, from Tamsui, reports—Left Tamsui on 6th and had moderate to fresh northerly winds and misty weather. Left Amoy on the 8th and had moderate east winds and continual heavy rain-squalls to Pedro Blanco. Thence to port, moderate north winds with dull overcast weather.

NOTANDA.

CALENDAR.

June. Meteorological means based on ten years observations to 1899.

Barometer ... 29.867
Thermometer ... 76.4
Humidity ... 84.0
Rainfall ... 15.0

TO-DAY.

WEATHER REPORT.

On date ... 29.85
Thermometer ... 76
Humidity ... 84
Rainfall ... 2.2

TO-DAY.

Friday, 9th June, 1899.

Chinese—13th of 4th moon of 25th year of Kwang-si.

Sun—Rises ... 5hr. 17min.
Sets ... 6hr. 41min.
High water—Morning ... 5hr. 42min.
Afternoon ... 5hr. 39min.
Low water—Morning ... 5hr. 10min.
Afternoon ... 5hr. 15min.

ANNIVERSARIES.

1849—Attempt to burn the British fleet in the Canton River.

1859—H.M.S. *Rankin* captured on 27th July, captured over 30 pirates from the *Albatross*.

1871—Telegraphic communication established between London, New York and Hongkong.

1882—Treaty of Peace between France and China signed at Peking.

1888—German *Asa* wrecked off Lamma Island.

1891—Mission at Sochow attacked by the Chinese.

1892—Suspension of New Oriental Bank.

1893—The *Yokohama* attacked by the Chinese.

1898—Chinese cruiser *Taiyuan* outside Port Arthur harbour, 150 lives lost. Convention signed by Sir Claude McDougal at Peking to Kowloon Hinterland.

TO-MORROW.

Saturday, 10th June, 1899.

Chinese—14th of 4th moon of 25th year of Kwang-si.

Sun—Rises ... 5hr. 17min.
Sets ... 6hr. 41min.
High water—Morning ... 5hr. 42min.
Afternoon ... 5hr. 39min.
Low water—Morning ... 5hr. 10min.
Afternoon ... 5hr. 15min.

ANNIVERSARIES.

1840—Attempted assassination of the Queen by Edward Oxford.

1876—Torture abolished in the Japanese Courts.

1878—Pig-stick attack on Green Island Light-house, Hongkong.

1897—Mr. Gee and escort attacked in the Tochi Valley.

1898—Stars and Stripes hoisted over the fortress of Gauntanamo—War Revenue Bill passed House of Representatives.

AGENDA.

TO-MORROW.

Mail closes 11 o'clock.

H.M.S. Powerful performance at City Hall.

SHIPPING AND MAIL NEWS.

MAILED DUE.

American (City of Peking) 16th inst.

Canadian (Empress of India) 18th inst.

American (Gladie) 21st inst.

Tacoma (Victoria) 25th inst.

HONGKONG AND WH

Intimations.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KOSAI MARU.....	NAGASAKI, KOBE and YOKO.	MONDAY, 12th June, at Noon.
SANUKI MARU.....	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID.	THURSDAY, 15th June, at 4 P.M.
MIKE MARU.....	BOMBAY, VIA SINGAPORE and COLOMBO.	TUESDAY, 13th June, at Noon.
RIOJUN MARU.....	SEATTLE, (WASH., U.S.A.) VIA KOBE, YOKOHAMA & VICTORIA, B.C.	THURSDAY, 29th June, at 4 P.M.
FUTAMI MARU.....	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	FRIDAY, 30th June, at 4 P.M.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 8th June, 1899.

SOCIÉTÉ ANONYME DE TRAVAUX DYLE ET BACALAN
Capital: £ 300,000
Head Office: 13, Avenue Malignon, Paris

WORKS IN EUROPE:
at Bordeaux (BACALAN), France
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Railways and Tramways, Plant and Rolling Stock, Carriages and Waggon, Wheels, Wheels and Axles combined, Permanent Bridges for Railways, Permanent and portable (Girder) Bridges for Roads, Bridges and metallic Frames, Steam Launches and Steamboats, Boilers and Steam Engines, Dredgers.

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TO PREVENT CONSUMPTION.

Only one way is known. Increase vitality by making the system assimilate the right nourishment. This enriches the blood, assists in making healthy flesh, restores body-heat and vigorous action of the vital organs, and prevents the germs from taking root in the lungs.

Scott's Emulsion

is the most successful means for building up a weakened system. It is easily assimilated, and often cures advanced stages of this dreadful disease. Prepared by SCOTT & BOWNE, Limited, London. Sold by all Chemists.

Sole Agent for Hongkong and the Empire of China:—WATKINS & Co., Hongkong.

NOTICE.

THE SECOND GYMKHANA MEETING OF THIS SEASON will be held on the RACE COURSE, HAPPY VALLEY, on SATURDAY, the 17th June.

G. G. MONON,
Hon. Sec.
Gymkhana.
Hongkong, 25th May, 1899. [706a]

FACILITIES FOR ICE AT KOWLOON.

THE HONGKONG ICE CO., LIMITED, having appointed me Agent for the sale of their ICE at KOWLOON, residents of that District are informed that Ice can now be had at my Store there, at HONGKONG RATES.

H. RUTTONJEE,
Elgin Street, Kowloon.
Hongkong, 3rd May, 1899. 610a

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS, SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AILMENTS. ANNUAL SALE SIX MILLION BOXES.

Prepared only by the Proprietor—
THOMAS BEECHAM, St. Helens, England.
SOLE AGENTS for Hongkong and the EMPIRE OF CHINA:—
WATKINS & CO.,
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SERRAVALLO'S FERRUGINOUS QUININE

THE GREAT AUSTRIAN TONIC OF PERUVIAN BARK AND IRON.

Over 300 Medical Certificates testifying its great STRENGTH-GIVING PROPERTIES and at the same time being of an

EXQUISITE TASTE.

Sole Agents for Hongkong:—
A. S. WATSON & CO.,
Hongkong, 1st March 1899. [15]

Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—5000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 28th June, 1899.
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 19th July, 1899.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 9th Aug., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific Journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Polder's Street. [3]

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 13th June, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 8th July, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 3rd Aug., at Noon.

THE Steamship.

"AMERICA MARU."

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 13th June, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 6th June, 1899. [1310]

CANADIAN PACIFIC RAILWAY COMPANY.

FOR PACIFIC COAST, CANADA, AND THE UNITED STATES.

THE C. P. R. Company's Steamship.

"ATHENIAN"

3,582 tons gross register, will be despatched on or about MONDAY, the 19th instant, for VICTORIA, and VANCOUVER, VIA MOJ, KOBE, and YOKOHAMA.

The Vessel has Excellent Accommodation for Saloon Passengers. Through Tickets issued to all points.

Through Bills of Lading issued to Pacific Coast, Canada, and the United States. For Information as to Rates of Freight and Passage, &c., apply to

D. E. BROWN,
General Agent,
Hongkong, 6th June, 1899.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSTAN GULF, CONTINENTAL, and AMERICAN PORTS.)

THE Steamship.

"CHUSAN"

Captain E. Street, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., TO-MORROW, the 10th June, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Ten for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 9th June, 1899. [15]

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FROM VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Olympia... 2,857 J. Truebridge... 1 June 17.
Victoria... 3,502 J. Pantou... 1 July 4.
Tacoma... 2,811 A. Dixon... 1 July 20.
Glenogle... 3,750 J. McGillivray... 1 Aug. 8.

Also FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Columbia... 2,976 J. N. Moncur... 1 July 8.
Monmouthshire... 2,874 J. V. Evans... 1 July 22.
Lennox... 3,677 J. Williamson... 1 Aug. 19.
Columbia... 2,976 J. N. Moncur... 1 Sept. 23.

THE attention of Passengers is directed to the very cheap rates offered by the Line.

HONGKONG TO LONDON 247.
Excellent accommodation. First-class Tables. Doctor and Stewardess carried.

HONGKONG TO NEW YORK 241.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA 228.
Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to
DODWELL & CO., LIMITED,
General Agents.
Hongkong, 6th June, 1899. [16]

FOR SAN FRANCISCO

"QUEEN MARGARET"

Master will load for the above Port and will have quick despatch.

For information apply to
DODWELL & CO., LIMITED,
General Agents,
Hongkong, 6th June, 1899. [16]

Mails.

NORDDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

DAMBERG... HAVRE and HAMBURG... About 15th June... Freight.
KONIGSBERG... (LONDON with transshipment in HAMBURG)... About 18th June... Freight and Passage.
Christiansen... HAVRE and HAMBURG... About 18th June... Freight and Passage.
AMERICA... (LONDON with transshipment in HAMBURG)... 5th July... Freight.
Burmeister... HAVRE and HAMBURG... About 9th July... Freight and Passage.
SARNIA... (LONDON with transshipment in HAMBURG)... About 10th July... Freight.
D. RICKMERS... NEW YORK... About 10th July... Freight.
Bahle... via SUEZ CANAL... July... Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to
CARLOWITZ & Co., Agents.

981]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO AND SAN DIEGO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

*Thyra... 3,406 about June 22.
Belgian King... 3,379 about July 1.
Curmarthenshire... 2,929 about Aug. 1.
Carlisle City... 3,002 about Aug. 26.

* Has accommodation for a limited number of First and Second Class Passengers.

THE Steamship.

"THYRA" will be despatched for SAN FRANCISCO and SAN DIEGO via NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about the 15th June.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, China and Japan.
Hongkong, 8th June, 1899. [1330]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 22nd June, at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 18th July, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 22nd Aug., at Noon.

THE U. S. Mail Steamship.

"CITY OF PEKING,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 22nd June, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 6th June, 1899. [1310]

HAMBURG-AMERIKA LINE.

(East Atlantic Service.)



OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 1st July, at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 25th July, at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 22nd Aug., at Noon.

THE Company's Steamship.

"GAELIC"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 1st July, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare on board at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. Full allowance does not apply to through fares for China and Japan or Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 6th June, 1899. [1310]

NORDDEUTSCHER LLOYD.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN and HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTH AMPTON, and LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE RECEIVED THROUGH BILLS OF LADING ISSUED BY THE COMPANY AT CERTAIN PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Seckelburg... Wednesday, 21st June.
Dayrham... Wednesday, 19th July.
Prink Hall... Wednesday, 16th Aug.
Dorham... Wednesday, 13th Sept.
Dayrham... Wednesday, 11th Oct.
Seckelburg... Wednesday, 8th Nov.

ON WEDNESDAY, the 21st day of June, 1899, at 4 P.M. the Company's Steamship "SACHSEN," Captain T. Meiss, with CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till noon on MONDAY, the 19th June. Cargo and Special Bills of Lading will be received until TUESDAY, the 2

MUD-FLAT NORTH.

Tientsin, 29th May.

There are things of importance doing no doubt, but just at the present moment Mud-Flat North is still suffering from the remnants of a huge fit of indignation. It is all about the Queen's Birthday. In my last I think I suggested that experience had taught us not to expect great things from Her Majesty's local representative, the British Consul. But that experience hardly prepared us for the "absolutely nothing at all" which the august day brought forth. The Volunteers held their parade, and their colours were presented to them and a *feu de joie* was fired in Her Majesty's honour, but the National Anthem was not played nor a single bar sung, though a few of the residents assembled in the Gardens at night and attempted to give utterance to their loyal sentiments in the grand old anthem. But it is only fair to say indignation fairly choked them. The community would doubtless have done something, but no one felt like paying the Piper in order that H.B.M.'s Consul might dance. Nothing elaborate was expected. Some fireworks for the children and a little light refreshment all round would have done for the National Anthem, and a good long way towards satisfying people and disarming criticism. But beyond a few official calls at the Consulate (to which even no invitation or reminder was circulated) was absolutely all that our Consul did. The occasion was not an ordinary one. An eightieth birthday of the reigning Sovereign is not celebrated by nationals every day and Tientsin feels it is a disgrace that such an event should have been slurred over. The incident very naturally raises the question, What are a Consul's public duties in cases of this sort, at least in such ports as Tientsin? Where a liberal entertaining allowance is made by the Government, is a Consul justified in pocketing it as a *kumsha*, as it is used for the purpose designed were a matter of personal option? I maintain that no such option exists. I maintain that our Consuls are paid well and given a good retiring pension for the express purpose of placing them beyond all anxiety as to their future or temptation to "realize" should opportunity do so come in their way. Their chief duty is to maintain and uphold our national patriotism, loyalty and morality at its highest possible level, and not to live in our midst with the avowed and express object of a bald fulfilment of duty and a determination to make as much out of the position as possible. The official position of a Consul makes him the object of very general hospitality and attention, and if these attentions are not felt, a sense of duty and what is called a post should be sufficiently keen to ensure a suitable acknowledgment. In the U.S. Consular Service where limited pay is enjoyed for four years only and no after-employment is made, we neither look for nor can reasonably expect self-interest to be absent, and I for one do not blame American Consuls for making hay while the sun shines. But for our service there is absolutely no excuse for a miserly pinch-beck policy, and a man who is drawn his £1,000 a year and cannot spend \$100 for the public benefit on the Queen's Eightieth birthday is not the man to uphold the dignity of the service and sustain a spirit of patriotism.

On Sunday an attempt was made at church parade with the Volunteers, but, owing to many having sent their uniforms to be altered, very few turned up, and their gallant commander, who has done marvels with his men, was sorely chagrined. But the service opened with a verse of "GOD SAVE THE QUEEN," which gratified the congregation immensely. At Chesham the 24th was celebrated by the public hoisting of the Union Jack on an eminence, the singing of the National Anthem, and drinking Her Majesty's health. It may have been in champagne, or gingerbeer, but it was something fizzy and drinkable, and it was given at the Consul's expense, which is the main thing. To this the community warmly responded by a dance in the evening, at which every Britisher was present, and the German Officers from several gunboats in port also. A cricket match was also played between Naval and home teams, and liberal salutes fired. Well done, Chesham!

VARIOUS RUMOURS ARE AFLOAT as to important movements in Peking but the usual dark mystery hangs over all, and I can ascertain little beyond the fact that Mr. Box is reportedly being phonying into the Russian land. It is said that the Russian Admiral went up to Peking a few days ago, and the Russian Minister is said to have visited the Tsungli Yamen on the 25th in connection with this projected line to Peking. It has also been rumoured that England is not only perfectly aware of this demand of Russia, but has signed a secret agreement permitting her to continue her line to Kalgan. I cannot say whether this is true, but nothing would surprise me now.

Owing to the repairs going on in Peking the stench is great, that everyone who can get away is leaving. The German guard are being moved, to Tientsin, as it is feared some epidemic may break out among them if they remain.

The Tientsin bicyclists, who have within a few months formed themselves into a club of nearly 60 strong, gave a most enjoyable entertainment on the 26th, a promenade concert at the "Race-course," to which they liberally invited a large number of guests. It was a brilliant moonlight night, and the grand stand was effectively illuminated with lanterns, while one of the rooms was cleared for dancing, which was freely indulged in after a short but delightful concert. Everyone was taking to bicycling now, and a riding trade in machines is being done up North.

COMMANDER HOBSON U.S.N.

The sinking of the *Merrimac* (Unwin) tells the story of a gallant deed and clears up several points of doubt. Naval Constructor Hobson gives a detailed account of the preparation of the plan which failed. Everything that cool bravery could accomplish was done, but the rudder was disabled at the critical moment, some of the charges failed to explode, and the vessel drifted on under a heavy fire to sink considerably beyond the appointed spot. Helpless to hasten the sinking of the ship, Hobson and his devoted crew could only lie on deck with shells bursting round them waiting for the end. How they escaped when the *Merrimac* sank under them and managing to reach the floating catamaran, held on all night till rescued by Admiral Cervera is effectively told, and the records of the narrative include the period of captivity, and pay a tribute to the chivalrous consideration of some of the Spanish officers. The book, which is interesting throughout, and well illustrated, constitutes a worthy record of a conspicuously gallant action. — *Times*.

A JESUIT SURVEY OF THE UPPER YANG-TSE.

Father Chevalier, of the well-known Jesuit Observatory at St. Kow, near Shanghai, has lately made a survey of the whole of the navigable part of the Upper Yangtze, from Ichang westwards, and the results are to be published shortly in Shanghai in the form of an atlas. The charts begin at Ichang, and go as far as Pingshan, beyond the city of Suichuan, the terminus of the Junk navigation. The scale is 1 to 25,000, and besides the compass survey, there are numerous observations of latitude and longitude; there is also an almost continuous line of soundings at low water, and the rocks and banks then emerging above the water are carefully mapped. In all there are 65 charts, of nearly 20 inches by 16. An appendix to the atlas contains particulars of astronomical, magnetic, and meteorological observations, together with a full statement of the methods adopted in the survey and mapping, as well as designs, sketches, and useful information which cannot be placed on the maps. Father Chevalier says he does not claim perfection for his charts, but he hopes he has improved on all previous surveys both as to accuracy and abundance of details. The atlas is to be published at the Observatory, and the cost is twelve taels (21.15 to 22) to subscribers before August 1st next, and 16 taels afterwards.

[We wonder if our local Astronomer Royal will take objection to this valuable work and condemn it as he condemned the meteorological work of the Jesuits in Manila. His arrogance and self-conceit is something stupendous. — Ed., H.K.T.]

HINDRANCES TO BRITISH AND AMERICAN TRADE IN CHINA.

U.S. Consul Fowler sends from Chefoo, under date of February 6th 1899, a newspaper containing the memorandum of the British China Association and an account of the proceedings of the American Association at its first meeting. The British memorandum, it is stated, was drawn up by the committee in deference to a suggestion by Lord Charles Beresford that the association would strengthen its work by circulating a statement of its views upon the present situation in China as affecting questions of trade and commerce. The memorandum begins by attributing the slow progress made in the development of foreign trade with China to three main reasons, namely: (1) The entire absence of good faith on the part of China in the matter of treaty obligations; (2) The absence of security for the investment of foreign capital in China anywhere, outside of the treaty ports; (3) The general apathy and want of knowledge which exists in the past, been displayed regarding Chinese affairs. As an illustration of the absence of good faith on the part of the Chinese government, the failure of the Chinese government to long ago as 1858, provision was made in the Tientsin treaty that on the payment of an extra half duty, transit passes could be obtained under which imports and exports could be transported to and from the interior exempt from all further inland charges whatever. The memorandum says that privileges are universally ignored and exist only in name, the additional taxes levied by local officials on the goods throughout the empire causing a practical stoppage of trade in many conditions.

France and Germany, it is pointed out, have of late been more successful in enforcing their treaty rights. The British China Association think that the only way to obtain satisfaction is to deal with abuses where they occur and face Peking with the fact of grievances already redressed. Speaking of one of the most recent concessions the right to navigate inland waters in China the memorandum points out that the permission is utterly futile, so long as liberty of residence for purpose of merchandise, transported by foreign craft under foreign control, there must be established up country stations and depots where foreigners or their agents can reside, for the management of the traffic and for the storage and delivery of goods. Other restrictions on the concession likewise limit its value.

NAVAL NOTES.

The *Renown*, battleship, Capt. D. McN. Riddell, flying the flag of Vice-Adm. Sir J. A. Fisher, arrived at Portsmouth on Sunday morning from the North American Station. Soon after starting the engines worked up 84 revolutions a minute, and afterwards increased to 87. The distance logged between Bermuda and St. Catherine's was 3010 knots, which was a record in 16 hours with a total coal consumption of 1,200 tons. The speed was therefore a little more than 15 knots, which, for so long a voyage, is the best record that has been made by a battleship.

The ribbon chosen for the British decoration to commemorate the recent operations on the Nile is to be an equal stripe of yellow and black divided by a thin line of red.

Shipping.

STEAMERS.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR MARSEILLES AND LONDON VIA STRAITS.

(Taking Cargo at through Rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"KINTUCK," Geo. W. Long, Commander, will be despatched as above on or about the 13th instant.

For Freight, apply to HOLLIDAY, WISE & CO., Agents.

Hongkong, 8th June, 1899. [695a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE (Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"ATRIE," Captain Kock, will be despatched as above on SATURDAY, the 17th instant, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a fully-qualified Surgeon are carried.

W.D.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY, and vice versa.

For Freight, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 8th June, 1899. [717a]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR MARSEILLES AND LONDON VIA STRAITS.

(Taking Cargo at through Rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

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Hongkong, 8th June, 1899. [695a]

Shipping.

STEAMERS.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"ESMERALDA," Captain Cobham, will be despatched for the above Ports, TO-MORROW, the 10th instant, at 4 P.M.

This steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.

Hongkong, 8th June, 1899. [763a]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING," Captain S. Nelson, will be despatched for the above Ports, TO-MORROW, the 10th instant, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON, SONS & CO., Agents.

Hongkong, 6th June, 1899. [762a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAILONG," Captain Robson, will be despatched for the above Ports, on SUNDAY, the 11th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAIR & CO., General Managers.

Hongkong, 8th June, 1899. [775a]

THE OSAKA SHOSHEN KAISHA, LIMITED.

REGULAR WEEKLY SERVICE TO SWATOW, AMOY AND TAMSUI.

THE Steamship

"MAIZURU MARU," Captain S. Nagata, will be despatched for the above Ports, on SUNDAY, the 11th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 5th June, 1899. [758a]

FOR SANDAKAN (DIRECT).

THE Company's Steamship

"MAUSANG," Captain Lake, will be despatched as above on TUESDAY, the 13th instant, at Noon.

Cargo for Kudat can be transhipped at Sandakan.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 5th June, 1899. [757a]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"SILEZIA," Captain R. Mayer, will leave for the above places on WEDNESDAY, the 14th instant, P.M.

For Freight or Passage, apply to SANDER, WIELER & CO., Agents.

Hongkong, 8th June, 1899. [772a]

FOR NEW YORK VIA SUEZ CANAL.

THE British Steamship

"MACDUFF," will be despatched for the above port, on or the 13th instant.

STEAMERS.

"AFRIDI" About 30th June.

"BIRCHTOR" 7th July.

"MOGUL" 22nd July.

"GHAZEE" 5th Aug.

"COMMONWEALTH" 20th Aug.

For Freight, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 7th June, 1899. [506a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TAIYUAN," Captain Nelson, will be despatched as above on SATURDAY, the 17th instant, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A fully-qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

W.D.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th June, 1899. [711a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"IDOMENEUS," Captain Riley, will be despatched as above on TUESDAY, the 13th June.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 30th May, 1899. [732a]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRAPURA," Captain A. Norvall, will be despatched as above on or about the 29th June.

For Freight, apply to JARDINE, MATHESON & CO., Agents.

Hongkong, 20th May, 1899. [686a]

THE EAST ASIATIC CO., LIMITED.

FOR HAVRE, COPENHAGEN AND ST. PETERSBURG.

THE Company's Chartered Steamship

"NORDHAVET," Captain Olsen, will be despatched as above on or about SATURDAY, the 4th instant.

For Freight, apply to ARNOLD, KARBORG & CO., Agents.

Hongkong, 6th June, 1899. [771a]

Consigners.

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"AMERICA MARU."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN, Agent.

Hongkong, 5th June, 1899. [1316]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "BENGLOE."

FROM ANTWERP, LONDON AND SINGAPORE.

CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 19th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 5th June, 1899. [760a]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM KOBE.

THE Steamship

"VINDOBONA," having arrived Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the office of the Undersigned before Noon on the 10th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 11th instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents.

Hongkong, 5th June, 1899. [759a]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM NEWPORT, GLASGOW, AND LIVERPOOL.

THE Company's Steamship

"YANGTSE," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 13th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th instant, at 3 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 12th instant, will be subject to rent.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

Bills of Lading will be countersigned by HOLLIDAY, WISE & CO., Agents.

Hongkong, 6th June, 1899. [764a]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK AND STRAITS.

S.S. "MOGUL."

CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 7th instant or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 7th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 6th June, 1899. [737a]

For Sale.

NOW READY.

HONGKONG RACES, 1899.

THE "HONGKONG TELEGRAPH'S" ACCOUNT OF THE 1899 RACE MEETING.

with TABULATED STATEMENTS OF PLACED and UNPLACED PONIES, JOCKEYS and OWNERS.

PRICE 20 CENTS.

Only a limited Number printed.

Sold Orderly early.

The Manager, "HONGKONG TELEGRAPH" OFFICE, 34 Queen's Road Central.

Hongkong, 30th March, 1899.

Intimations.

NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have this Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & CO.) to which address all communications should be addressed.

ETHEL F. SKERTCHLY, Manager.

Hongkong, 1st May, 1899.

THE NEW FRENCH REMEDY.

THERAPION.

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, diseases of the bones, sore throat, and all diseases for which it has been so much a fashion to employ mercury, sarsaparilla, &c., the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured at 2/6 and 4/6 per package, of the principal Chemists and Merchants throughout the world. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and with the initials of A. S. WATSON & Co., Limited, Hongkong, China and Manila.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila. [59]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAINLER'S PATENT MOTOR LAUNCHES, &c.

Sole Agents for FERGUSON'S SPECIAL CREAM, and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES.

Hongkong, 14th May, 1899. [39]

MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office:—TOKIO.

Branch Office:—

LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG and all Ports in JAPAN.

Agencies:—

Milki Coal Mines.

Ohmura Coal Mines.

Kanada Coal Mines.

Tokyo Marine Insurance Co., Limited.

Mitsui Bussan Kaisha, Limited.

Imperial Government Paper Mills, Japan.

Cotton Cleaning and Wkg. Co., Shanghai.

Onoda Cement Company, Japan.

Kanagatuchi Cotton Spinning Mill, Japan.

The Mike Cotton Spinning Mill, Limited.

Tokyo Cotton Spinning Mill, Japan.

Hayashi Clock Factory.

Hongkong, 11th December, 1896. [45]

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVER SMITHS, AND OPTICIANS.

CHARTS AND BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES, and SPYGLASSES.

Nos. 54 & 56, Queen's Road Central. [40]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

Sole Agents in the East for the amalgamated CLEMENT, HUMBER and GLADIATOR CO., LTD., DUNLOP TYRES' BICYCLES—PRICE, \$160.

A special reliable Watch made for this Climate. Quality A.

Quality B.

Quality C.

QUEEN'S ROAD CENTRAL, Opposite the Telegraph Office.

CARBONUM AVERNARIUS

USED FOR OVER 20 YEARS.

With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus, Rot and Dampness.

Sole Agents for China, LUTGENS, EINSTAMANN & CO.

Hongkong, 11th September, 1896. [19]

NOTICE.

Neither the CAPTAINS, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong, Harbour, or elsewhere.

GERARD C. TOLBE, American (Ital.)

Sunder—By Order.

QUEEN MARGARET, British (Ship, France)

Standard Oil Co.

Intimations.

THE MUTUAL STORES.

(SUB AGENTS LIPTON LIMITED.)

23, 25 & 27, FORTINGER STREET, HONGKONG.

JUST ARRIVED PER S.S. "AERIE."

ANOTHER LARGE CONSIGNMENT OF FRESH AUSTRALIAN CREAMERY BUTTER 80 CENTS per lb.

Hongkong, 23rd May, 1899.

THE LEADING CATERERS.

COMPARE OUR M.E.M.U. BILLIARD TABLES and LIQUORS to all others.

THE GRILL ROOM.

Hongkong, 1st September, 1897. [39]

KUHN & KOMOR,

JAPANESE FINE ART CURTOS.

21 & 23, QUEEN'S ROAD, HONGKONG, and 35, WATER STREET, YOKOHAMA.

36, DIVISION STREET, KOBE.

Hongkong, 15th March, 1896. [42]

MEE CHEUNG,

PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, IN Ice House Road.

Is now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICE in the Colony or in any part of the Far East. GROUPS, VIEWS, &c. a specialty.

Hongkong, 22nd September, 1898. [45]

SIEN TING,

SURGEON DENTIST.

No. 10, DAGUILLAR STREET.

TERMS VERY MODERATE.

Consultation free.

Hongkong, 27th September, 1898. [43]

DENTISTRY.

SUI SANG.

(Lately Practising with Dr. I. SAKATA.)

DENTIST.

No. 4, Queen's Road Central.

Hongkong, 8th March, 1899. [18a]

SANTAL MIDY CURES

all discharges from the genital-urinary organs in either sex in 48 HOURS.

Santal-Midy is a specific for Gonorrhoea, Syphilis, or Cystitis.

Unlike the usual oil of the Bazar, it is superior to Copalba, Cubeb, or Iodine, and causes no inconvenience.

Beware of imitations.

Each tin Capsule bears the name MIDY.

3, RUE VIVIERNE, PARIS.

To be Let.

TO LET.

ROOMS with or without BOARD, in CENTRAL POSITION. Summer Rates.

H. H. C/O of this Office.

Hongkong, 17th May, 1899. [664a]

TO LET.

ONE LARGE ROOM, THIRD FLOOR, QUEEN'S BUILDINGS, S. W. CORNER.

Apply to PREMISES.

Hongkong, 11st May, 1899. [735a]

TO LET.

OFFICE ROOMS on 1st floor of No. 4, Queen's Road, Central (lately the Imperial Bank of China).

Apply to Comptroller Office.

Hongkong, 23rd March, 1899. [598a]

TO LET.

SEMI-DETACHED VILLA, RESIDENCE, on Bower Road (high in course of erection).

PROPERTY lately occupied by the Bowington Saw Mills.

GROUND FLOOR, 14 FEET STREET OFFICES—1st floor, 10 PRAYA CENTRAL (lately occupied by Messrs. MITCHELL & CO.).

Apply to THE "HONGKONG" LAND INVESTMENT COMPANY, LTD.

Hongkong, 14th May, 1899.

